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CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

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THE SOURCE EVALUATIONS IN THIS REPORT ARE DEFINITIVE.
THE APPRAISAL OF CONTENT IS TENTATIVE.
(FOR KEY SEE REVERSE)

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1. Source observed Soviet engineering units building a new highway which came from the southeast and passed through a point four or five kilometers west of Shakhty and then proceeded via Novoshakhtinsk to the west. Source learned from the local population that this highway was a section of the highway connecting Rostov and Moscow. The road had an asphalt surface resting on a metal foundation and was eight meters wide. Motor traffic on it was heavy.

2. [redacted] the railroad network in the Donets Basin was very dense. The interlocking system in use in this district was up to European standards. Passenger traffic was very light in comparison with the extremely heavy freight traffic. Coaling stations equipped with steam cranes were seen at every station of medium size. Source also noticed many American-built freight cars with a load capacity of about 60 tons. These cars were built in 1943 and 1944 and were mostly used for the haulage of coal.

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3. In 1952 and 1953, a new highway was built between Krasnodon and Voroshilovgrad. This highway, allegedly, was part of a highway leading from Krasnodon to Rostov via Novoshakhtinsk, Shakhty, and Novochoerkassk. From Voroshilovgrad, the highway extended as far as Kadiyevka via Voroshilovsk. Construction was executed by Soviet construction battalions quartered in tent camps. The troops were well equipped with road construction machinery and motor vehicles. The highway under construction had an estimated width of nine meters. On both sides of the surfaced highway there was a narrow mud road. By the winter of 1953, the Krasnodon-Voroshilovgrad-Voroshilovsk-Kadiyevka section was put into operation. In late 1953, work on the improvement of a highway extending from Krasnodon to Varino (sic) via Gundorovka was started.

4. [redacted] Duki, where work was done on a single-track railroad line which terminated there. Duki is about 150 kilometers northwest of Komsomolsk. Passing sidings were available on the line

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every five kilometers. Maintenance points had been set up at these passing sidings. Forced laborers in charge of control and maintenance work on the individual line sections were stationed at these points. In 1949, there were three camps for forced laborers at Duki. Permanent buildings were under construction there, and mechanical railroad workshops were already in operation. In August 1949, a railroad bridge over a river was nearing completion.¹ The bridge had an over-all length of about 90 meters and rested upon three reinforced concrete piers. The railroad line was scheduled to be built to a point 120 kilometers beyond Duki. The space required for the roadbed had already been cleared for a distance of about 100 kilometers through the wooded area. Every eight kilometers along the projected course of the new line there was a camp quartering 600 to 800 forced laborers. [redacted]

[redacted] By the summer of 1949, the embankment for the line had already been built in the first section from Duki.²

5. [redacted] The distance between Izvestkovyy and Urgal was about 300 kilometers. The railroad line did not yet extend beyond Urgal, a small town with several detainment camps. A new railroad line scheduled to be about 130 kilometers long was being built from Urgal. The embankment had already been completed near Urgal, but track construction work proper had not yet been started. Also along this line there were camps for forced laborers every eight kilometers. [redacted]

[redacted] The inmates of each camp were to construct the subgrade for the railroad line on a stretch eight kilometers long. A railroad bridge about 40 meters long was also being built. [redacted] A total of 28 trucks were assigned to the construction site. [redacted] work was being done on a tunnel 1,800 meters long, at a point about 130 kilometers from Urgal, where, in 1949, the line under construction terminated.⁴

6. [redacted] a new railroad line had been built from Komsomolsk to Sovetskaya Gavan. The Soviets had been transferred because this line was completed. [redacted] many forced laborers were concentrated at Tayshet for railroad construction work. From this center the workers were distributed among numerous camps set up along a large new railroad line under construction.

7. Source observed frequent shipments of new weapons and vehicles on the double-track railroad line running from Kuzino via Khrompik toward Sverdlovsk.

8. [redacted]

- a. The Stalino freight station is equipped with a paved, side-loading ramp, 400 to 500 meters long and about 40 meters wide.
- b. Locomotives and rolling stock seen during the journey generally were in excellent condition. Maintenance work was very thorough.
- c. The Stalino-Artemovsk-Slavyansk-Lozovaya line was double-track.
- d. Ties piled up along the railroad line before Poltava indicated large-scale track reconditioning work.
- e. It was particularly noted that all freight stations are lighted by searchlights fitted on high masts.

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- f. In the Poltava area, source observed unusual red-green-white signals.
- g. Shortly before [redacted] Korosten [redacted] 12 large coal dumps, each about 40 meters long.
- h. At Brest, travellers arriving from the direction of Moscow had to change trains. They boarded express trains parked on standard-gauge tracks.

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- a. In October 1945, the Nadezhdinsk-Ivdel railroad line in the northeastern Ural Mountains was single-track. Ivdel appeared to be the northern terminal of the line. Stations on this line do not have names but are referred to by numbers.⁴
- b. In March 1946, source learned that a railroad line extending from Suslonger (N 56-18, E 48-13) to the northeast as far as the area of Suskanur had apparently been built. Also on this line stations were referred to by numbers.⁵
- c. The Yudino freight station, ten kilometers east of Kazan, was five or six kilometers long and had more than 35 tracks.

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1. [redacted] Comment: This is probably the Amgun River.
2. [redacted] Comment: Duki is about 80 kilometers northwest of Komsomolsk. The information refers to the construction of the Baykal-Amur Magistral railroad line (BAM). This line originates at Tayshet, north of Lake Baykal, and leads to Khabarovsk via Komsomolsk.
3. [redacted] Comment: Izvestkovyy is about 250 km west of Khabarovsk on the Trans-Siberian Railroad line. The branch line extending as far as Ural is to be lengthened so as to establish a link with the railroad line from Lake Baykal to the Amur River.
4. [redacted] Comment: According to the 1950 Railroad Guide, this line extends to Polunochnoye.
5. [redacted] Comment: This information apparently refers to the construction of a new railroad line, information on which was not available to this office. Suslonger is on the railroad line extending from Kazan to Mayskiy, about 40 kilometers southwest of Yoshkar-Ola.

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